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WISDOM IS COMMON SENSE TO AN UNCOMMON DEGREE

THE REA LINEMAN

RURAL ELECTRIFICATION ADMINISTRATION

U. S. DEPARTMENT OF AGRICULTURE

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St. Louis, Mo.

PRESIDENT'S MEDAL AWARDED IN TEXAS

D. B. Lancaster, superintendent of the Bowie-Cass Electric Cooperative, Douglassville, Tex., was presented last month with the National Safety Council's "President's Medal" for successfully resuscitating Grady Whelchel, a sawmill employee, when the latter was overcome by smoke and heat exhaustion during a fire at the sawmill last June 4.

Lancaster arrived at the scene of the fire as Whelchel was being dragged out of the burning building by fellow employees. D. B., remembering the training he received when employed by the Denton County Electric Cooperative, instructed the workers to place the victim in the shade away from the fire and immediately started the Schaefer Prone Pressure Method of resuscitation. D. B. was assisted by Morris Grandbury, who received the National Safety Council's "Assisting Certificate."

Ed. Nauert, head instructor of the Texas Job Training Program, presided at the presentation meeting. Virgil Shaw, superintendent of the Wood County Electric Cooperative, Quitman, Tex., made the presentation, and Bill Rushlow, head of the Safety Unit, presented congratulatory letters from Harry Slattery, REA Administrator.

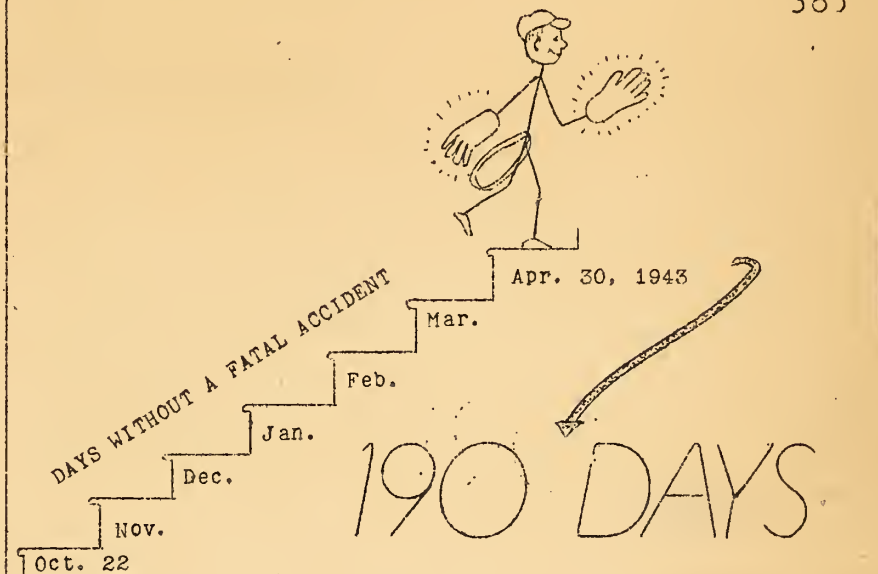
Before the presentation

(Turn to AWARD page 4)

NO FATAL ACCIDENT

ON REA LINES

OUR
GOAL
365



REA LINEMAN TURNS TEACHER

Herbie, our lineman...was out on a reported trouble call and found that a piece of barbed wire had been thrown up on the line by some mischievous boy, shorting and burning out the transformer. (By the way, this will cost the association about \$40 to repair). A burned-out transformer is costly but it would cost the life of this child had the barbed wire touched the hot wire (7,200 volts). Herbie decided it would be well to inform the teacher at a nearby school, who after hearing the facts stated, "you tell the boys and girls of the danger." Herbie stood before the class and gave his "song and dance."

It might be well for parents to warn their children of the dangers of electric hot wires. Stay away from a broken wire; be careful in flying kites around or near the high line; and don't throw metal or other objects on the line.

---From "REA Hi-Line" Newsletter of the Freeborn-Mower Coop
Light and Power Association, Albert Lea, Minnesota

BUY MORE BONDS FOR MORE BOMBS

Published monthly in the Interest of Safety
for Employees of REA Systems

David A. Fleming, Editor

NOTHING SEEMS TO HAPPEN?

The Safety and Job Training Program is now operating or being organized in 14 states, in which are located more than half of all REA Systems. It is true all has not been smooth sailing. Mistakes have been made. Many wrinkles need ironing out and there is much educational work to be done. Some perhaps are discouraged and are wondering just what has been accomplished. Nothing seems to be happening.

Just pause a moment and compare your system before and after your participation in the program. Have dangerous home-made hot sticks been replaced? Is your linemen's equipment in good condition? How about the tools on the truck? Do your linemen know first aid? Are they wearing rubber gloves? Do they install protective grounds? How many unsafe conditions and practices has the instructor corrected? All these precautions and many more make accident-free work days.

When nothing happens in accident prevention *THAT'S GOOD*. That's what we are trying to accomplish! No accidents! Our people are being trained the correct way, which is the safe way, to do their job.

The Safety and Job Training Program is *GETTING THE JOB DONE!!* The all-time no fatality record as shown on page one IS THE PROOF! Continued progress in the reduction of accidents will mean a reduction in insurance costs. Some systems have already reported a reduction in insurance rates because of their participation in the Safety and Job Training Program. When you ask what is being accomplished look at the record. There are the FACTS. Continued and increased participation in the Safety and Job Training Program will assure Rural Electric Cooperatives of a national safety record which will be comparable to the record they have made in electrifying farms.

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HOW DO YOU RATE?

The standard definition of "frequency rate" is the number of lost-time accidents per million man-hours worked. If one man works 40 hours per week, 52 weeks per year, his man-hours worked for the year will be 2,080. If he has one lost-time accident during the year his frequency rate will be 481.

A rate as high as this is almost unheard of in industry. Yet, many an individual thinks he is doing fairly well if he has but one lost-time accident per year. If a man worked 40 hours per week without let-up for 40 years and during all that time had one lost-time accident, his frequency rate would be 12.

This would appear to be a very good record. Actually it is only average. For the year 1940 the National Safety Council's overall accident frequency rate for public utilities was 12.15. If your system has been in operation five years and you had eight employees working 40 hours per week they would have worked a total of 83,200 hours. During that time, if you had only one lost-time accident, your frequency rate would be average. Figure it yourself -- are you above or below the average?

To The Editor:

Receive the Lineman regularly and appreciate it very much. Accidents that are published are a great help to other linemen, for they can see other ways of doing things, and also make our safety program more perfect for other men. Every REA KWH is helping to defeat A. D--H---.

Just one of REA Linemen,
Gordon Hanson
Seale, Alabama

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SAFETY SHORT

The Workmen's Compensation Act of Colorado specifies that where the employee's injury is the result of his wilful failure to wear safety devices provided for him, he receives only one half the compensation which he will otherwise obtain.

The National Safety Council has announced the Annual Congress will be held in Chicago on October 5, 6, and 7th. If enough Cooperative employees plan to attend the Congress, we can arrange a special REA luncheon. Please write the Editor now if you plan to attend.

It has come to our attention that some linemen are using their hot sticks to open and close cutouts but remove and install the fuse holder by hand. This may explain the "somehow he contacted the phase wire" part of accident reports in which linemen receive an electric shock while using an eight foot hot stick for re-fusing.

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Did you send REA a copy of the accident report you made to your insurance company?

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1. A lineman climbed on an ice-covered pole and was fastening his safety when the neutral wire, insulator and all broke loose from the fastening clevis. It struck his feet knocking him off the pole. Only muscle soreness was incurred from the fall. The U clevis had been sprung allowing the pin and insulator to drop.

2. A motor vehicle accident (wish we knew the details) damaged a truck to the extent of \$85.35.

3. A truck driver, two days on the job, broke his hand and mangled the cords; surgery may be necessary. He was assisting in moving a carload of poles by power winch on a truck. Brakes were not set and as the car moved downgrade, he caught his hand in the cable, trying to disengage it from the car.

4. A line foreman and three other men were attempting to place a 900-pound reel of wire on supports so the reel would turn. One end of a bar was placed through the reel and set. As the four tried to set the other end on the support, the bar slipped off the first support, dropping the reel on the foreman's foot. He lost several days because of muscle strain in his instep.

5. A lineman, stepping from a truck at a filling station, slipped and fell on a heavy coating of ice. He dislocated a shoulder when it struck the truck's running board.

6. A lineman, tightening hardware, was thrown off balance by wind, causing his spurs to cut out. He dropped until one spur caught, throwing him in a twist. Muscles of back and ligaments were severely strained.

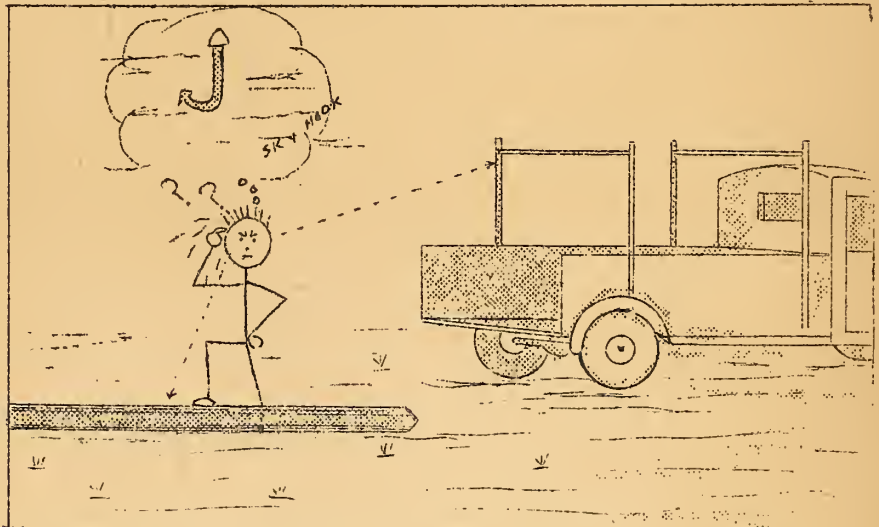
7. A man slipped and fell about four feet to the ground

Slim Ermsen, Kentucky supervisor, asks us "Should poles, regardless of length, be hauled on top of the truck?"

We don't know. *It doesn't look* like a safe practice but we know of only one accident that has occurred during loading, hauling and unloading of poles -- a crooked pole recently rolled off the top of the truck and fell on a groundman, breaking his leg.

Certainly if truck-top loading is practiced, length and number of poles must be limited relative to how much of the pole extends beyond the supports and the body of the truck, and how the weight affects the riding and driving qualities of the truck. Traffic and road conditions must also be considered.

We think mechanical aids should be used in loading poles, depending on where the pole yard is located. If you have a permanent pole yard, install some kind of hoisting arrangement. Stops should be in-



stalled on the truck supports so poles can not roll off while loading. (The slope of the ground is important here.) The same stops might be adjustable to help hold the load in transit. They might also be used to help hold the pole from slipping sideways if the pole is "pushed in" with the truck.

There are many angles to the pole-loading problem. It is difficult to comment on a specific case unless full details are available. Methods used are certainly important. Discuss YOUR methods at your next safety meeting. Tell us about your experience and opinions. Have you had accidents or near accidents? What do you think of truck-top pole loading? Why? Do you have a practically foolproof method of loading? Let us know what you think. Many cooperatives are interested in this problem.

while descending a pole, suffered a badly sprained ankle. Compensation and medical expense amounted to \$156.70.

8. While helping to load a pole which had been jacked up out of ground, a man hung on the butt so the small end would lower slowly. He was lifted

about two feet. When he dropped, he stumbled and fell, breaking an arm. Compensation and medical costs - \$116.50.

9. A lineman incurred a cut below left eye while putting up a guy. When he released the guy grip the wire whipped back into his eye.

